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GRAHAM AND BAISE DISCUSS COUNTY ROADS

Largest Program Ever Undertaken Says Engineer

(By W. Vance Baise,
State Highway Engineer)

The North Carolina State Highway and Public Works Commission is beginning the largest construction and betterment program of road improvement that has ever been undertaken in this State, and at a time when the Engineering Department finds itself in a very depleted condition as to personnel. Therefore, in order to carry out this program, it will be necessary to increase the engineering personnel, especially on Location, Design, and Construction, many fold.

It is a pleasure to find that some of our former engineering employees, as well as some others, are returning to the organization, but in the large expansion of the engineering forces which this program will require, it will necessarily mean that there will be employed a large number of engineers who have not previously been employed by this Department. We welcome these new employees into the organization, and I urge that each of them become familiar with our methods, rules and regulations, and those on construction should also become thor- (See Largest Program, page four)

ARBA PRESIDENT IS SPEAKER HERE

J. J. Skelley, President of the American Road Builders Association, addressed a meeting of the Carolina Road Builders Association at the Sir Walter Hotel here on Monday Evening, February 25th. Warren J. Mann, Secretary of CRBA, presided, and other speakers included Chairman A. H. Graham of the Highway Commission, J. W. Thompson, Greensboro, CRBA Vice-President, Burton Miller and Obie O'Brien of ARBA. The talks centered mostly around the problems and plans of highway officials and road builders in this postwar era. The Highway delegation, headed by Chairman Graham and Chief Engineer W. Vance Baise, included many of the department heads and other personnel.

KUNNEL, SUH

It's "Kunnel, Suh" now for Ivan (Sig) Hardesty, Right-of-Way Engineer in the Fourth Division.

Hardesty, a Lieutenant-Colonel in the 84th Infantry Division during the War, was notified recently of his promotion to the rank of full Colonel. The promotion was effective on November 18, 1945.

However, unless you wish to risk having a paper weight or some other heavy object hurled at you, 'twould be better not to use any titles when addressing Hardesty. He prefers the use of his own nickname, "Sig."

DIES IN ACTION

The "Roll of Honor" for men of the State Highway and Public Works Commission who died in action while serving their Country during the War today has another name added to it, this man being the third former employe killed in action. He is

RALPH ALEXANDER FORD

whose address was Rt. 1, Hidennite, N. C. Before entering the Army, he was employed in District Two of Division Nine. He was killed in action in France on July 12, 1944.

HIGHWAY COMMISSION COMMENDS LOYALTY OF MAINTENANCE FORCES

The State Highway and Public Works Commission, meeting here on Wednesday, February 27th, unanimously adopted a resolution commending highway maintenance forces for their loyalty, the long hours they have worked during the recent spell of bad weather, and for the job they have been able to accomplish with the handicaps of inadequate and insufficient equipment, during the adverse weather conditions, all of which has been done without extra compensation. This motion was made by Commissioner Kane of the Fifth Division and seconded by Commissioner Hackney of the Fourth Division.

Chairman Graham advised the Commission that due to change of conditions in certain sections of the state, the volume of traffic has changed somewhat during the past year. He stated that the Engineering Department has worked up a schedule of speed zones for the state, the list of zones and the speeds recommended being presented by divisions. An ordinance was adopted setting forth the speed limits within each speed zone and directing the Division Engineers to erect in each of the affected areas appropriate signs specifying the maximum speed limit. The ordinance also decreed that special ordinances heretofore adopted reducing the speed limit authorized by the motor vehicle laws are repealed and that the new ordinance becomes effective

immediately upon its adoption.

With reference to placing load limits of six tons on certain secondary roads, the Chairman said that the question has arisen of whether busses with a franchise from the state operating a bus in excess of six tons could be prohibited from operating on such a road. He has discussed this point with Attorney General Harry McMullan, who has ruled that busses are in exactly the same category as any other vehicle. However, he said that the Attorney General has suggested that some doubt existed in his mind that determination of roads having limited loads should be delegated to the Division Engineers. In view of this, Chairman Graham said that the plan of having the Division Engineers make their recommendations and the Chairman issue the orders had been adopted. If the Commission approved this plan, he stated, it would be necessary to rescind the order delegating this authority to the Division Engineers. Upon motion by Commissioner Goode, seconded by Commissioner Clark, the order was rescinded.

Governor R. Gregg Cherry paid a call on the Commission, commending the members in an informal talk for the splendid efforts they are making to serve the people of the state. He stated that he knew of no branch of the State's Government doing better work under existing handicaps.

(See Highway, page four)

County System Will Get Top Rating on List

(By A. H. Graham, Chairman)

In discussing plans for improvement of the county road system, I wish to place proper emphasis on the two phases into which these proposals naturally fall.

First of all, the winter of 1945-46, one of the worst within our recollection, has pointed up the problem of secondary roads. The severe weather was a culmination of factors which contributed to the condition of the roads as the weather became progressively worse throughout the winter months. It must be remembered that during the war years, 1941-45, all work, all planning, all programs were subordinated to the one supreme objective, the successful prosecution of the war. Equipment and materials which ordinarily would have been available to us in carrying on our normal operations were directed into channels dedicated to winning the war; many members of our personnel were in uniform.

For four years, all highway work except the absolutely necessary and most urgent was suspended. This was not a choice; it was a necessity. As a result, the road system as a whole has suffered, with the worst damage being done to the county roads. From the end of the war in August until winter weather was (See County System, page two)

GOOD PRINT JOB

Since this paper has been in publication there have been many favorable comments about the clean job of printing and make-up that is being done on it. Thanks are due to J. Frank Steele, Superintendent, and his "boys" at the Prison Industries Print Shop. Steele, incidentally, is doing a swell job of training the Central Prison inmates assigned to his department. They get training in all phases of printing, the print shop being designed to train men in a useful occupation. The majority of them have no knowledge of printing when they report to Steele, but when they leave, they usually are well grounded in this trade.

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STATE HIGHWAY BUILDING,

RALEIGH, N. C.

F. O. CARVER, JR., Editor

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TOP PRIORITY

One of the major objectives claiming our attention during the coming months is the stabilization of county roads to an extent enabling them to handle traffic with the least possible inconvenience under adverse weather conditions.

All of us hope that the worst of the winter season is over, with the coming of spring giving promise of weather conditions suitable for road work without interruption by recurrent snows, rainy spells, and the other handicaps which made maintenance such a difficult problem throughout the winter.

We were very glad to see Chairman Graham, in an article published elsewhere today, give top priority to county roads for the remainder of this year. This is believed to be just about the most imperative program we have, for surely we must exert every effort to avoid a recurrence of conditions as they have existed during the winter months just passed.

The splendid work of the Maintenance Department and crews, first in attempting to anticipate and forestall the ravages of winter as much as possible last fall, and then in working without regard for personal convenience through the most distressing spells of winter weather, is indeed a praiseworthy accomplishment, and we take pleasure in se-

conding the action of the commission in its resolution of appreciation for their loyalty and devotion to duty. With the spring and summer ahead, we have a breathing spell in which to prepare for next winter. And closely related to this topic is the devout hope that bottlenecks of equipment, materials and personnel will be relieved to a great extent this year. If these things come to pass, there is every reason to think that next winter will find us in much better position to cope adequately with adverse weather conditions.

Then, too, we bear in mind the long-range surfacing program that is to be undertaken. This is a tremendous project, but it is not an impossible task. The benefits that can accrue as a result cause us to believe that the decision to project it now was one of wisdom and foresight, dictated by a changing economy which has created new duties for our county roads. North Carolina has long been recognized for her leadership in highway programming. In taking the lead on long-range improvement of the county road system, she will again demonstrate her initiative and her ability to meet the requirements of the times.

MIX-UP

There seems to be some misunderstanding about mailing lists. Within the past few days, we have received a letter stating that a number of copies of the paper are to be sent to a centrally designated point for further distribution to other people.

This is quite all right as a temporary measure. However, the ultimate goal is to send the paper through the mails to each employee individually. That is why we need complete mailing lists of all activities.

Work is going forward on the preparation of a permanent mailing list, and rosters of all personnel are needed without delay.

COUNTY SYSTEM

(Continued from page one)

upon us in the late fall, there was insufficient time to restore the county roads to their pre-war efficiency. Even had there been time to do it, we have been and still are seriously handicapped by lack of equipment and materials, as well as by a shortage of personnel. However, within the past few weeks, improvement has been noted in the personnel situation, and the past few days have brought some rays of hope with regard to new equipment, although we probably will be far short of our actual minimum requirements for some time to come.

All of us hope that the worst of the bad weather is behind us. We look forward to the long spring, summer and early fall days as a time in which the road system can be put in condition to withstand next winter's rains, snows and ice. That is an immediate problem and constitutes an immediate objective. It will take a top priority for the remainder of this calendar year.

Now, secondly, we come to the responsibility of providing permanent improvement to the county road system. You do not need to be reminded that there are some 48,000 miles on the secondary system. Changing economic conditions have brought about a change in policy with reference to our county roads, for today they are being required to bear far heavier traffic burdens than they were ever designed to carry. Although it will take time, this demand can be met. In meeting this demand, we expect to give a high priority to improvement of the secondary system.

It is proposed that 30,000 miles of county roads be surface treated over a period covering the next 10 years. This means that an average of 3,000 miles will be surface treated each year. However, in view of the materials and equipment that will be needed before this 10-year program can be fully launched, it is not contemplated that as much as 3,000 miles of these roads can be treated within this calendar year and possibly not in 1947, either. Be that as it may, when the program really gets up a full head of steam, the treating of these roads should swing along at a rapid pace and be completed within the 10-year period.

For a quarter of a century, the main emphasis in highway construction has been placed on the building of a primary system, because these roads bore the heaviest brunt of travel. Now, as secondary roads are being called on to bear increasingly heavy burdens of traffic, the emphasis must shift to give them a place on a more equitable

basis, always bearing in mind that the county roads required to handle the heaviest traffic should get first consideration, but with all others being stabilized sufficiently to carry the burdens demanded of them with the least possible inconvenience to the travelling public.

Some of the county roads to be improved will be handled by our own personnel; others will be let to contract to private concerns on a competitive bid basis. Just which projects will be handled by these respective methods will be determined by the Highway Commission, in conjunction with the Chief Engineer and the Division Engineers.

Nor are we to forget the primary system. The plans for postwar construction and improvement on the primary system will go forward as they are now being formulated.

With all of us working together, always keeping in mind that patience will be needed until equipment and materials are available in larger quantities than they are obtainable at present, we can say with reasonable assurance that better road conditions in the rural areas of our state will prevail within a reasonable time.

BAILEY-KEITH

Another member of the Raleigh Building Personnel has deserted the ranks of bachelorhood to join the matrimonial group. He is Worth N. Bailey, Mail Clerk, who is a familiar figure around the building as he makes his rounds from department to department each day.

Bailey was married to the former Miss Cora F. Keith, on Wednesday, February 20th. The nuptial vows were spoken before the Rev. G. T. Liner, Raleigh Minister, at his home. They were married in a double ceremony, Miss Marjorie O'Neal and Joseph Thompson being the other contracting party. Relatives and intimate friends of the bridal parties witnessed the ceremony.

For her wedding, Mrs. Bailey was attired in a three-piece grey wool suit with black accessories. She wore a corsage of pink roses. Mrs. Thompson wore a three-piece blue wool suit with brown accessories.

Bailey is the son of D. D. Bailey and the late Mrs. Lessie Nipper Bailey, A graduate of the Wilton High School, he began working with the Highway Commission in September, 1945. Mrs. Bailey also graduated from the Wilton High School, later finishing a course at the Carolina College of Beauty Culture. At present she is associated with the Franklinton Beauty Shop in Franklinton.

RETURNING EX-SERVICEMEN PASS HUNDRED

Ruptured Ducks More Prevalent With 106 Total

More than 100 ex-servicemen have returned to work with the Commission, according to the latest reports received from department heads and the various divisions. Today's list contains 23 names, bringing the total to date to 106 former employes who have laid aside their uniforms, put their "ruptured ducks" in their coat lapels and reported for work in their old jobs or else in new capacities with the Commission.

Second Division

The Third District of Division Two has the longest list today, with 14 men reported. They are as follows:

Joseph Batchelor, a section foreman, entered the Navy in October 1942, serving with a Seabee outfit. He was reinstated December 1, 1945.

Richard Beaman, a tractor operator, was in an armored infantry division of the Army. He entered service in March, 1944, returning to work with the Commission on January 1st of this year.

O. C. Boyd, section foreman was an "M.P." in the Army. He left for military service in July, 1942 and came back on November 1, 1945.

E. L. Bullock, truck driver, was in the Army from March, 1942, until returning to his former job in October of last year.

John Hardy, section foreman, came back to the Commission on December 1, 1945. He served in the Army from September, 1942.

J. M. Holloway, truck driver, was in the Navy. He entered the service on December 6, 1943, returning to the Commission on January 14, 1946.

Benjamin Jones, section foreman's helper, served with the Seventh Armored Division of the Army from February, 1942 until October, 1945.

D. P. Joyner, machine operator, was in aviation engineering in the Army. He left the Commission in February, 1942, returning in October, 1945.

W. R. Joyner, also a machine operator, went to the Army in March, 1944, being reinstated with the Highway Commission in December, 1945.

L. E. Meeks, gang foreman, was in Uncle Sam's Army from February, 1943, until October 1, 1945.

A. H. Robbins, truck driver, wore an Army uniform from March, 1943, until January 1, 1946.

Heber Robbins, truck driver, was in the Army from November, 1941, until returning to the Commission on January 1, 1946.

E. T. Sutton, truck driver, spent more than three years in the Army's infantry. He left the Commission in April, 1942, and was reinstated in November, 1945.

H. L. Vincent, section foreman, was a member of the Military Police with the Army. He entered service in May, 1943, returning on December 1, 1945.

District Two

Seven other men in Division Two, these being located in the Second District, have returned to work. They are:

W. H. Case, Seaman, First Class, U. S. Navy. He entered the Navy in November, 1942, being reinstated with the Commission in August, 1944.

Elmo Caston, Army Air Corps, entered service on April 1, 1942, and returned to his work with the Commission in November, 1945.

J. A. Davis, Machinist, Second Class, U. S. Navy, Entering the Navy in October, 1942, he remained until November, 1945, and came back to work the first of this year.

G. L. Sutton, Army Infantry, where he spent almost three years, being discharged in October, 1945. He returned to work last December.

J. J. Thomas, U. S. Army. He entered the Army in June, 1945, being released in November and returning to work in December.

W. M. Thomas, U. S. Army, spent three years in service, coming back to work last November.

S. D. Wetherington, U. S. Army, went in in July, 1942, and came out the following February, being released for "occupational purposes, Government Work." He returned to the Commission in October, 1945.

Bridge Maintenance

J. H. Rosser, Wilson, reports two men returning to the Bridge Maintenance Department:

W. C. Gardner, U. S. Army. He spent 38 months in service, 26 of them in the Pacific Theatre.

W. R. Brooks, U. S. Army, was in uniform for four years, spending 27 months in Europe. Formerly a rodman in the Construction Department, he is now with the Bridge Maintenance Department.

(Editor's note: Although many additional names of Veterans have been received, limited space does not permit their publication at this time. The names of these men, plus others to be received in the interim, will be published in the March 22nd issue.)

PROJECT BIDS TO BE OPENED NEXT TUESDAY

Bids on 16 highway construction projects are being received and are scheduled to be opened next Tuesday Morning at 10 o'clock. Two of these projects are located in Division One, three in Division Four, three each in Divisions Five and Seven, one each in Divisions Eight and Nine, and three in Division Ten.

The projects are listed by counties as follows:

HALIFAX-NORTHAMPTON—Reconstruction of approaches and spans of a bridge over Roanoke River on U. S. 258 between Rich Square and Scotland Neck.

FRANKLIN—Grading, surface treatment and structures on 3.03 miles of N. C. 59 in and around Louisburg.

VANCE-NASH—Bituminous re-treatment of 39.7 miles on N. C. 39, 95 and 43 from a crossroads through Townsville to Virginia State line, from intersection of N. C. 95 to Stanhope and from intersections of N. C. 43 and 48 to Halifax County line.

WAKE—Widening Neuse River bridge on U. S. 1 north of Raleigh.

GUILFORD—Concrete paving and structures on 0.14 miles for an overhead bridge and approaches on Hamilton Street in High Point.

GASTON—Grading, surface treatment and structures of 0.67 miles on N. C. 7 from McAdenville toward Lowell.

ROWAN—Grading, concrete pavement or penetration macadam and structures of 6.43 miles on U. S. 70 from Salisbury toward Statesville.

UNION-ANSON—Grading and structures of 14.18 miles of U. S. 74 between Wadesboro and Monroe.

CABARRUS—Grading, surface treatment and structures of 2.29 miles from Kannapolis toward Mooresville.

WILKES-ALLEGHANY—Grading, surface treatment and structures of 5.05 miles on N. C. 18 between North Wilkesboro and Laurel Springs.

CHEROKEE—Grading and structures of 14.19 miles on U. S. 64 from Tennessee State line to junction with N. C. 60.

HAYWOOD—Grading and structures of 4.56 miles on N. C. 293 between Dellwood and Junaluska.

YANCEY—Grading, macadam and surface treatment of 4.70 miles between Blue Ridge Parkway and Mt. Mitchell.

PRISON ESCAPES REACH NEW HIGH DURING MONTH

Prison escapes declined in the last half of February after soaring to a peak of 23 escapes during the first fifteen days of the month.

However, with 23 escapes recorded from February 1st through 15th, and 13 reported during the latter half of the month, the month's total of 36 escapes is still the highest recorded in any month since the first of December, 1945.

Escapes were reported from eleven camps during the February 16-28 period. Rockingham and Vance had two each, giving them one-star ratings for the period. Reporting one escape each were camps in Chatham, Buncombe, Moore, Pitt, Onslow, Randolph, Forsyth, Robeson and Caswell Counties. These hold two-star ratings for this period. No camp reported more than two escapes from February 16th through the remainder of the month.

The Buncombe County Camp pulled its rating up one notch, it having been rated a one-star camp during the first half of the month as compared with a two-star rating during the latter half. The Randolph County Camp maintained its status quo with a two-star rating for the entire month.

A compilation of prison statistics for February shows a total of 36 escapes, 33 captures, 45 paroles, 7 revocations of paroles, 8 commutations of sentences, 18 temporary paroles, and one death.

The dentist asked the new patient if he had been to see anyone else before coming to the dentist.

New Patient—Only the druggist.

Dentist—I suppose he gave you some idiotic advice.

New Patient—He only suggested that I come to see you.

And then there's the Scotchman who gave his daughter paper plates and an eraser when she got married.

CAMDEN-PASQUOTANK-CURRITUCK—Plant mix resurfacing of 23.5 miles of N. C. 170 south and east of Elizabeth City.

DURHAM—Plant mix resurfacing of 8.82 miles of the Fayetteville Road and U. S. 70 near Durham.

GUILFORD-ALAMANCE—Plant mix resurfacing of 14.1 miles on U. S. 70 east and west of Burlington and a section of U. S. 70-A west of High Point.

THIRTY-SEVEN NEW TRACTORS BEING ALLOCATED TO DIVISIONS

The 37 new tractors received recently from the Surplus Property Division of the War Assets Corporation are being allocated to the various Divisions on an equitable basis as rapidly as they can be reassembled and readied for transfer, S. C. Austin State Equipment Engineer, said today.

These tractors, representing the largest single unit shipment of surplus war property to be received by the Highway Commission, were shipped here from Granite City, Ill., with the exception of one tractor, which came from Atlanta, Ga.

Included in the shipment were: 22 International Diesel TD-14 crawler tractors; 4 of the same type except that they are equipped with angle-dozer; 6 Caterpillar Diesel D-4 crawler tractors; 4 Caterpillar Diesel D-7 crawler tractors; one of this type equipped with a bulldozer.

Some of these machines, Austin said, were apparently intended for overseas shipment, since they arrived in packing cases similar to those used during the war to make shipments of heavy equipment overseas. The tractors were unpacked and re-assembled at the Equipment Depot here.

About \$100,000 worth of equipment was represented in this shipment, which is far short of actual requirements or what is on order at the present time. Orders for approximately \$625,000 worth of surplus property have been placed with the War Assets Corporation, Austin said, in addition to equipment on order from private firms. The latter group has made no definite commitments on deliveries, while the equipment already received is all that is known to be enroute from the Surplus Property Division at the present time.

HIGHWAY

(Continued from page one)

The county road program came up for consideration. Full treatment of this subject is given elsewhere in today's issue by Chairman Graham and Chief Engineer Baise.

The Chairman advised that nine survey and locating parties have been completed, with sufficient personnel already lined up for a tenth party by March 1st, and that a survey party could then be sent to each Division. Eleven surveys were ordered made in the Second Division and one in the Fourth Division. Also, an external origin and destination survey around the City of Winston-Salem was ordered.

The City of Charlotte, Commissioner Douglas stated, wanted to trade a portion of the city's property in front of the State Highway Prison Camp for a portion of property belonging to the Commission. City officials, he said, wished to use it as a rifle and pistol range. The Chairman and Commissioner Douglas were authorized to work out this matter with Charlotte officials.

The Commission also: 1. Adopted the recommendation of Chief Engineer Baise that 25.16 miles of roads be added to the county system; 2. Confirmed awarding of contracts in the January 22nd lettings; 3. Heard a report from Baise on the projects included in the March 12 letting; 4. Confirmed the sale of 900 acres of the Perquimans Farm for \$61,000; 5. The Chairman advised that 700 acres of farm land in Edgecombe County will be offered for sale at auction on March 15, the Commission retaining approximately 100 acres for its use; 6. Commissioner Bridger moved that the New Hanover County Prison property containing about 10 acres be purchased from the Board of County Commissioners of New Hanover County for a consideration of \$100.00, upon condition that it be used as a prison camp. The motion carried.

Next meeting of the Commission will be held on Wednesday, March 20th.

LARGEST PROGRAM

(Continued from page one)

oughly familiar with the specifications under which this construction work is to be done. We are now having prepared a hand book which will be furnished all engineering personnel on construction, covering some of the pertinent information which is necessary to know in order to properly handle the work. If we do not have too much delay in printing this book, it will be available within a very short time.

While we are carrying on a large betterment program, involving improvements on the County road system, it will be also necessary for us to carry on the Regular Federal Aid, Secondary Federal Aid, and Urban Federal Aid programs, involving 50 per cent Federal Aid funds, and 50 per cent State funds to match, as provided under the 1944 Federal Aid Highway Act. This Federal Aid program, alone, including State funds to match, will amount to approximately \$23,000,000 per year for the

next three years, and at the present time we have in the Drafting and Design Departments only one-third enough employees to handle the necessary plans and details required in carrying on this program. Additional Draftsmen and Designers will be employed as rapidly as possible to take care of the required increase in these Departments.

It is essential that all Federal Aid work be placed under contract within the time limit required, as otherwise, the State would lose all portions of the Federal appropriation which has not been expended at the end of that time, and these funds would be re-allocated to all States and Territories, in the Union.

It is obvious that the Drafting and Design Departments will not have time to prepare plans for any of the work on the County road system, on which betterment funds will be used. It will also require all Location Parties which we will have to take care of surveys in connection with Federal Aid funds. It will, therefore, be necessary for the Divisions themselves to make the skeleton surveys and prepare skeleton plans for all betterment work to be done under contract. In some cases only will it be necessary to make surveys and prepare plans where the work is to be done by force account, but in all cases, where there are revisions in alignment and in grades, the new alignment should be run out in the field, and a grade line laid before the actual grading work for the revision is begun. Under this betterment program, it will be the purpose to follow the existing road and grade so far as possible, but we should keep in mind at all times, the necessity of securing alignment and grades that will give reasonable safety to increased speeds which may be expected when the roads are surfaced with some type surface treatment or other pavement.

In connection with contract work, it will be necessary to make skeleton surveys and plans on all roads where there will be any appreciable amount of re-location, or changes in grades, but in those cases it will only be necessary to run out the alignment levels along the existing road, and to take only sufficient cross sections for computing quantities along the revisions. If those preparing these plans will use a reasonably soft pencil such as H, HB or F it will be possible to make prints of the plans without the necessity of inking them, and thereby save some time.

We have just gone through the worst winter on record since there

has been a road system of any type or description in the State, and this weather, unfortunately, carried after we have had four lean years of maintenance of the road system due to war conditions making it difficult to secure equipment, materials, and labor. It is, therefore, obvious that the County road system is in very bad condition, as result of the reduced maintenance during the past four-year period, and also the extreme damage done to the road system due to the adverse weather conditions for the past several weeks.

If we are to hope to keep school busses and other traffic moving next winter, in the event we have similar weather conditions, it will be absolutely necessary that a very great amount of stabilizing material be placed on a large mileage of County roads, including all weak sections that have broken through during the present winter. It will, therefore, be necessary for us to carry on this program in addition to as much new surface treatment as can be done with the limited State forces, and by contract.

There will naturally be many handicaps in making a good showing on this program during the current calendar year, on account of the many bottle-necks which will be encountered, including a shortage of engineering personnel, shortage of equipment, materials, and in all probability a shortage in the necessary labor to carry out such a program.

To make the best showing, under the circumstances, it will be absolutely essential that careful planning be done in connection with the entire program in each Division.

We have a stupendous task to take care of, in carrying out the program we have planned, and we solicit, and I am sure will receive, the full co-operation of all employees of the organization, in seeing that this is done.

I want to take this opportunity to express my appreciation and thanks to the entire maintenance organization for the splendid job which has been done during the most adverse weather conditions on record. It is realized that the task has appeared unsurmountable, especially when considering the condition of equipment which was available to do the work. This spirit of loyalty and cooperation manifested through long hours of work, is one that should be appreciated by the people of the entire State, and I am certainly pleased to have the opportunity to express to each and every one of you my sincere thanks.